



Report to the Governor and Legislature

Proposition 1B Port Security Grant Expenditures

SUBMITTED BY
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TO ARNOLD SCHWARZENEGGER, GOVERNOR
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TO THE LEGISLATURE
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LETTER FROM THE DIRECTOR

The attached is a comprehensive report detailing the FY 2007-08 activities associated with implementing the California Port and Maritime Security Grant Program (CPMSGP). Proposition 1B (the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) directed \$3.1 billion to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, and provided that \$100 million be made available upon appropriation by the Legislature for grants to eligible entities for eligible port and maritime security projects.

In August 2007, the Governor signed a budget trailer bill (SB 88, Chapter 181, Statutes 2007) which, in part, created the CPMSGP, and required the Office of Emergency Services (OES), by March 1 of each year, to provide a report to the Legislature detailing how the grant funds were expended in that fiscal year. At the request of OES, the Office of Homeland Security (OHS) assumed responsibility for this program and the required report.

Maritime security is an extremely important part of California and the nation's economy. Given that the State handles nearly half of all the port traffic in the United States, securing our seaports is a priority for the Administration. California must be prepared to prevent, protect, respond to, and quickly recover from any catastrophic event, whether intentional or natural, occurring within the maritime community.

The security of California's maritime assets depends on the coordination and cooperation of the entire maritime community, including: ports, harbors and ferry terminal operators. OHS has worked closely with the ports and the California Maritime Security Council (CMSC) to develop comprehensive guidelines for the strategic investment of these funds. Projects and equipment purchased with these funds will allow California's maritime community to prepare, prevent, and respond to natural and man-made disasters and sustain continuity of operations, and business operations.

We have undertaken several actions to enhance federal and local initiatives to secure our ports, and successfully fought for a greater share of federal port security funds. These efforts and accomplishments are detailed in this report.

Sincerely,
Matthew Bettenhausen
Director, Governor's Office of Homeland Security

**REPORT TO THE LEGISLATURE
ON PROPOSITION 1B
PORT SECURITY GRANT EXPENDITURES**

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ATTACHMENT: FRAMEWORK for INVESTMENT JUSTIFICATION REVIEW

PROPOSITION 1B

CALIFORNIA PORT & MARITIME SECURITY GRANT PROGRAM EXPENDITURES

OVERVIEW

Proposition 1B provides California's ports, harbors, ferryboat and ferry terminal operators with \$100 million dollars in grants. SB 78 (Ducheny, Chapter 172, Statutes of 2007), the Budget Act of 2007, allocated \$40 million of these funds for investments in projects, equipment and planning to enhance the security of California's maritime environment.

AUTHORIZING LEGISLATION

In the November 2006 general elections, California voters approved Proposition 1B (the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006), authorizing \$19.925 billion of state general obligation bonds for specified purposes, including grants for port security projects. The measure established the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, directing \$3.1 billion to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, and providing that \$100 million of these dollars be made available upon appropriation by the Legislature for grants to eligible entities for eligible port and maritime security projects.

On August 24, 2007, Senate Bill 88 (Chapter 181, Statutes 2007), a trailer bill specifying criteria and conditions to guide the implementation of the provisions of Prop 1B, was enacted. This bill created the California Port and Maritime Security Grant Program (CPMSGP) and required the Office of Emergency Services (OES), by March 1 of each year, to provide a report to the Legislature detailing how the grant funds were expended in that fiscal year. At the request of OES, the Office of Homeland Security (OHS) assumed responsibility for this program and the required report.

BACKGROUND

OHS is the State's lead agency for preventing and preparing for terrorist attacks. OHS is committed to an all-hazards approach to protect our citizens, key resources, critical infrastructure, and economy. This mission is carried out through the execution of the California Homeland Security Strategy, which guides effective homeland security programs, collaborative efforts and coordination, as well as supporting the State's response and recovery efforts in the event of a natural or man-made disaster.

A vital component of California's critical infrastructure is its maritime assets. The State is home to 11 ports, which provide for roughly fifty percent of the nation's container traffic, making California ports not only vital to the State's economy, but to the nation's economy as well. The mission of the California maritime community is to ensure the safe, secure and efficient movement of cargo to and from our maritime ports of entry. It is incumbent on State and local governments, private industry, and the various port authorities to collaboratively invest resources that collectively work to prevent acts of terror, protect California from dangerous persons,

protect our nation from dangerous goods, ensure the protection of our critical infrastructure and citizenry, and build a more effective emergency response system and culture of preparedness.

EXECUTIVE LEADERSHIP

To maximize the abilities of the maritime community to enhance the overall maritime security environment, on October 12, 2006, the Governor signed Executive Order S-19-06 to establish the California Maritime Security Council (CMSC). The CMSC addresses the need for expanded coordination and information sharing by assisting California's maritime community in developing and facilitating partnerships with multiple agencies (federal, State and local), private sector business, and industry. Through this expanded coordination, the CMSC has refined the California Maritime Security Strategy to guide the implementation of an open and integrated, multi-layered maritime security architecture.

CALIFORNIA MARITIME SECURITY STRATEGY

The California Maritime Security Strategy is developed to accomplish three key outcomes:

- Establishing a matrix to guide State and local officials in the planning of, and prioritization of resources and efforts to strengthen the State security posture for prevention, and for continuity of operations in the aftermath of disruptive events;
- Coordinating the security strategies of California's maritime community, recognizing the uniqueness of each port, harbor or ferry terminal, yet providing a common level of security irrespective of the size or location; and,
- Providing a vehicle to assist the maritime community partners in developing their own strategy that meets the State and federal requirements yet recognizes the unique nature of each port.

OHS, in partnership with the CMSC, has worked diligently to ensure that investments made with Prop 1B funding provide greater protection to the State's, as well as, the nation's maritime community in an effort to construct a cohesive national maritime security environment. The 2005 National Strategy for Maritime Security aligns all Federal government maritime security programs and initiatives into a comprehensive and cohesive national effort involving appropriate federal, state, local, and private sector entities. The California Maritime Security Strategy is aligned with the National Strategy in its focus to prevent terrorist attacks on ports and other maritime infrastructure, protect the State's population, mitigate consequences in the event of a disaster and safeguard the oceans.

GRANT PROCESS

California Port and Maritime Security Grant Program

As the administrative agency for the California Port and Maritime Security Grant Program (CPMSGP), OHS created, within its office, the California Port and Maritime Security Grant Program Unit. This unit is responsible for the development of program guidelines and an application kit to provide eligible applicants with the guidance, information and documents necessary to participate in the CPMSGP, as well as hold public hearings on the guidelines, and the allocation of funding.

Program Guidelines

In keeping with the goals and objectives outlined in the National Strategy for Maritime Security, the California Homeland Security Strategy, the California Maritime Security Strategy, and the statutory language of Prop 1B and SB 88, OHS developed draft program guidelines defining applicant eligibility, eligible funding activities, and application processes for the submission of investment justifications. Subsequent to public comment consideration, OHS issued the draft program guidelines on September 1, 2007, which were then disseminated to publicly owned ports, harbors, ferryboat and ferry terminal operators, and to the general public. Once the guidelines were distributed and public notice posted, a hearing was convened on September 13, 2007, to receive public comment.

The final program guidelines were issued on November 9, 2007, and provide, in accordance with Prop 1B, that investments may include, but are not limited to: video surveillance equipment; explosives detection technology devices; cargo scanners; radiation monitors; thermal protective equipment; site identification instruments capable of providing a fingerprint for a broad inventory of chemical agents; overweight cargo detection equipment, and; the development of disaster preparedness or emergency response plans. In addition, California's strategic investment of Prop 1B moneys provides the ports with a funding stream to: 1) assist in carrying out federally mandated programs such as the Transportation Workers Identification Credential (TWIC) program; 2) allow ports to better meet federal requirements to be eligible for additional federal funding; and, 3) enable ports to match funds on existing and future federally funded projects.

Peer Review

On February 6, 2008, OHS convened a Peer Review Panel, comprised of Port Security Directors who participate in the CMSC, to evaluate the ports' investment justifications for funding, and to make recommendations to OHS. This evaluation process was guided by the statutory language of SB 88 requiring OHS to: address the state's most urgent maritime security needs; balance the demands of the various ports (between large and small), and provide reasonable geographic balance in the distribution of funds.¹

¹ For additional information regarding the peer review process, see the attached Framework for Investment Justification Review.

GRANT INVESTMENTS

Following adjournment of the Peer Review Panel, OHS internally reviewed the recommendations of the panel and made award determinations. On February 14, 2007, OHS Director Matthew Bettenhausen announced the allocation of the \$40 million dollars to be distributed among the 11 California ports for the purpose of the following security investments:

- Humboldt Harbor
\$586,500 to retain a consultant to review and update a port-wide security threat assessment and coordinate with the interagency port security team, and to purchase necessary computer hardware and cameras.
- Port Hueneme
\$2,461,848 to use a newly developed 'state of the art' virtual survey system to employ a 'tactical survey' of existing infrastructure to enhance maritime domain awareness; for the purchase of backup power for critical emergency operations; for filling gaps and enhancing existing protection of critical infrastructure through perimeter barrier and surveillance; and; for collaboration with regional port security stakeholders in the planning and design of a Joint Port Operations and Security Center.
- Port of Long Beach
\$8,368,345 for the integration of a Joint Command and Control Center to enhance and expand security by integrating multiple stakeholder systems; for the development of a Disaster Recovery Center in order to maintain real time data collection through remote sites and to maintain operations in the event of an emergency; for thermal imaging surveillance equipment that will record images on port vessels and transmit the data to the Joint Command and Control Center; for landside security to monitor and predict truck movement through radio frequency identification (RFID) and to validate routes and cross reference truck operations against normal operations; and; for the purchase of an audible and visual public address system to notify people with emergency information.
- Port of Los Angeles
\$10,066,000 for a multi-agency boat mooring facility; for the creation of a multi-agency vehicle inspection facility to allow vehicle inspection by various law enforcement agencies; for the acquisition of an Automated Law Enforcement and Emergency Responder Resource Tracking System ALERTS – which will deploy a state-of-the-art resource tracking system for law enforcement and first responders, and; for the development of a curriculum to provide training to law enforcement operating in a maritime environment.
- Port of Oakland
\$ 3,800,000 for the purchase of a RFID and Reporting System to track trucks within the port and on marine terminals - captured information will provide necessary alerts of suspicious activity.

- *Port of Redwood City*
\$ 451,480 for the enhancement of an Emergency Operations Center; for the purchase of vital equipment for emergency response capabilities; for the design of mobile command post trailers, and equipment training; for the procurement and installation of an intrusion detection system; for the purchase of vehicles and necessary equipment to support maritime domain awareness and vulnerability mitigation; for additional maritime security, emergency response training, and facility security plan service; for a vulnerability assessment, and; for the funding of operations and maintenance costs associated with the deployment of security equipment.

- *Port of Richmond*
\$3,404,507 for a security lighting upgrade through the installation of new dark sky high mast security lighting to improve perimeter security and cargo security, and for an intrusion detection and reporting system upgrade that will provide effective coverage of all regulated facility perimeters.

- *Port of Sacramento*
\$1,026,728 for an interoperable communication system conversion to a web-based format and the establishment of alternative port-site interoperability; for the purchase of a mobile trailer video surveillance system to provide monitoring; for the purchase of a patrol response boat to improve response capabilities; for the purchase of a public address and emergency notification system to efficiently and effectively protect life and property in the event of an emergency; for the installation of a ground-based radar surveillance system that will interface with the port's current surveillance system; for main gate modifications to reduce vulnerabilities; and; for a camera system upgrade and an improvement of fiber optic camera systems.

- *Port of San Diego*
\$2,550,000 to develop and install a fiber optic broadband infrastructure; for the purchase of permanently mounted "in car" video camera systems to record suspicious vehicles and persons and compare it to criminal and terrorist databases; for the procurement of Chemical, Biological, Radiological, Nuclear or Explosives (CBRNE) detectors that would be permanently mounted on harbor patrols vehicles; for the acquisition of automated license plate readers allowing continuous and simultaneous reading of multiple license plates and immediate comparison with a suspicious vehicle computer database; and; for the purchase of emergency generators to support power requirements for security and public safety assets.

- *Port of San Francisco*
\$3,117,512 to meet a 25 percent match requirement for two projects funded by the federal 2007 Port Security Grant; for the installation of high security fencing; for the implementation of the first phase of a port-wide closed circuit television camera system; for the construction of security guard booths to improve perimeter security; and; for the installation of a lighting system to improve cargo, passenger, and pedestrian security.

- Port of Stockton
\$4,167,080 to purchase emergency backup power to provide emergency electricity; for the creation of a secure facility where cargo delivered by ship, rail, and truck, can be stored and suspect cargo inspected away from critical areas of the port; and; for a 5-year security assessment - contracting for expert risk and recovery evaluations and utilization of findings to develop a plan to guide spending on preparedness.

ACCOMPLISHMENTS

- Allocated \$40 million in grants to ports for investment in security projects, equipment and planning.
- The Governor's proposed budget recommends appropriation of the remainder of the CPMSGP funds to ensure that these funds are expeditiously invested.
- Worked diligently to ensure that investments made with Prop 1B funding provide greater protection to the State.
- Developed program guidelines defining applicant eligibility, eligible funding activities, and application processes for the submission of investment justifications.

ACCOUNTABILITY

In accordance with the Governor's Executive Order S-02-07, provided for accountability of the expenditure of the Prop 1B funds, including:

1. Front-End Accountability
Issued grant guidelines by November 2007;
Convened a Peer Review Panel comprised of security directors from the 11 ports to review project applications and make recommendations on fund allocations; and,
Developed grant eligibility criteria.
2. In-Progress Accountability
Established the California Port and Maritime Security Grant Program Unit to track expenditures, to ensure that infrastructure projects are staying within the scope and cost, and to establish an on-site monitoring program for each grantee.
3. Follow-Up Accountability
Established procedures for tracking and monitoring the progress of each grant by:
1) maintaining regular contact with the grantees; 2) providing written materials defining how bond funds should be used; 3) providing workshops to reinforce guidelines; and,
4) conducting on-site monitoring during the grant performance period, as well as at the end, to ensure grant accountability and accomplishment of the desired outcomes.



OFFICE OF HOMELAND SECURITY

Framework for Investment Justification Review

PRIMARY CONSIDERATIONS

Following the Peer Review of Investment Justifications (IJ) for the California Port Security Grant Program, the Governor's Office of Homeland Security (OHS) will make a determination of the funding distribution of the program. Senate Bill 88 directs the OHS to consider the following:

- (1) Address the state's most urgent maritime security needs.**
- (2) Balance the demands of the various ports (between large and small).**
- (3) Provide reasonable geographic balance in the distribution of funds.**

FURTHER CONSIDERATIONS

1. Project Alignment with Current Security Strategies

Each project's Investment Justification requires a description of how the project aligns with the goals and objectives of current state and national maritime security strategies, including but not limited to: The California Maritime Security Strategy, the State Homeland Security Strategy and the National Strategy for Maritime Security.

California Maritime Security Strategy Goals:

- Improved statewide collaboration and information sharing that includes leveraging the California Regional terrorism Threat Assessment Centers (RTTAC) and developing a mechanism for sharing of best practices and lessons learned
- Complete an integrated assessment of California's eleven commercial ports that considers individual and collective business operations, security posture, and interconnectivity between the ports and other elements of the supply chain
- Provide a mechanism to enhance California ports' ability to individually and collectively meet state and federal requirements, including plans to increase the amount of homeland security funding California receives from the federal government.
- Develop and implement on a statewide basis a plan to quickly recover from a catastrophic event at a California port that includes all port stakeholders.
- Create and S&T roadmap that identifies capability gaps in areas of research that could address those gaps.

California Homeland Security Strategy Goals and Objectives – Revised May 2007

Goal 1: Strengthen Information Sharing and Dissemination Capabilities and Strengthen Law Enforcement Investigation and Operations

- Objective 1.1 Enhance Interoperable Communications
- Objective 1.2 Enhance Emergency Public Communications
- Objective 1.3 Integrate Standardized Emergency Management System (SEMS) to National Incident Management System (NIMS) Implementation of NIMS and the National Response Plan
- Objective 1.4 Enhance California's State Terrorism Threat Assessment Strategy and Information Sharing Process
- Objective 1.5 Enhance Coordination and Response Activities through a System of Resource Typing, Inventoried Resources and Credentialing
- Objective 1.6 Enhance Securing Identification Cards and Documents

Goal 2: Strengthen Interoperable Communications Capabilities

- Objective 2.1 Enhance Interoperable Communications
- Objective 2.2 Enhance California's State Terrorism Threat Assessment Strategy and Information Sharing Process
- Objective 2.3 Enhance Emergency Public Communication

Goal 3: Strengthen CBRNE Detection, Response, and Decontamination Capabilities

- Objective 3.1 Enhance Port Security
- Objective 3.2 Enhance Protection of California's Key Airport and Mass Transit Critical Infrastructure
- Objective 3.3 Enhance Protection of other Critical Infrastructure Sectors and Key Resources, Consistent with the National Infrastructure Protection Plan
- Objective 3.4 Enhance Statewide Training Program
- Objective 3.5 Enhance California's State Terrorism Threat Assessment Strategy and Information Sharing Process
- Objective 3.6 Enhance Influenza Pandemic Preparedness
- Objective 3.7 Ensure Emergency Medical Responders have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 3.8 Protect California's Food Systems and Enhance Animal Health Emergency Response and Recovery
- Objective 3.9 Enhance Statewide Exercise Programs
- Objective 3.10 Incorporate Economic and Community Recovery Element in all plans and Procedures to Ensure Capability to Recover from Terrorist or All Hazard incident/Strengthen Recovery Operations
- Objective 3.11 Strengthen All Hazards Response and CBRNE Capabilities
- Objective 3.12 Enhance Regional Response Capabilities for Terrorism Events/Institutionalize Terrorism Planning in Multi-Hazard Emergency Planning and Response
- Objective 3.13 Enhance Border Security and Prepare Border Communities for Emergencies

Goal 4: Strengthen Explosive Device Response Operations

- Objective 4.1 Enhance Port Security
- Objective 4.2 Enhance Protection of California's Key Airport and Mass Transit Critical Infrastructure
- Objective 4.3 Enhance Protection of other Critical Infrastructure Sectors and Key Resources, Consistent with the National Infrastructure Protection Plan
- Objective 4.4 Enhance Statewide Training Program
- Objective 4.5 Enhance California's State Terrorism Threat Assessment Strategy and Information Sharing Process
- Objective 4.6 Enhance Statewide Exercise Programs
- Objective 4.7 Incorporate Economic and Community Recovery Element in all plans and Procedures to Ensure Capability to Recover from Terrorist or All Hazard Incident/Strengthen Recovery Operations
- Objective 4.8 Strengthen All Hazards Response and CBRNE Capabilities
- Objective 4.9 Enhance Regional Response Capabilities for Terrorism Events/Institutionalize Terrorism Planning in Multi-Hazard Emergency Planning and Response

Goal 5: Strengthen WMD/Hazardous Materials Response and Decontamination Capabilities

- Objective 5.1 Strengthen Catastrophic Emergency Management Capabilities
- Objective 5.2 Strengthen Medical Surge and Mass Prophylaxis Capabilities
- Objective 5.3 Enhance Port Security
- Objective 5.4 Protection of California's Key Airport and Mass Transit Critical Infrastructure
- Objective 5.5 Enhance Coordination and Response Activities with Emergency Medical and Public Health Disciplines
- Objective 5.6 Ensure Medical Responders Have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 5.7 Enhance Statewide Exercise Program
- Objective 5.8 Incorporate Economic and Community Recovery Element in all plans and Procedures to Ensure Capability to Recover from Terrorist or All Hazard incident/Strengthen Recovery Operations
- Objective 5.9 Strengthen All Hazards Response and CBRNE Capabilities

Goal 6: Strengthen Medical Surge Capabilities

- Objective 6.1 Strengthen Catastrophic Emergency Management Capabilities
- Objective 6.2 Strengthen Medical Surge and Mass Prophylaxis Capabilities
- Objective 6.3 Enhance Citizen Preparedness and Training
- Objective 6.4 Enhance Statewide Training Program
- Objective 6.5 Enhance Influenza Pandemic Preparedness

- Objective 6.6 Ensure Medical Responders Have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 6.7 Ensure Emergency Medical Responders have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 6.8 Enhance Emergency Public Communications
- Objective 6.9 Enhance Statewide Exercise Programs
- Objective 6.10 Enhance Securing Identification Cards and Documents
- Objective 6.11 Integrate Standardized Emergency Management System (SEMS) to National Incident Management System (NIMS) Implementation of NIMS and the National Response Plan

Goal 7: Strengthen Mass Prophylaxis Capabilities

- Objective 7.1 Strengthen Catastrophic Emergency Management Capabilities
- Objective 7.2 Strengthen Medical Surge and Mass Prophylaxis Capabilities
- Objective 7.3 Enhance Citizen Preparedness and Training
- Objective 7.4 Enhance Statewide Training Program
- Objective 7.5 Enhance Influenza Pandemic Preparedness
- Objective 7.6 Ensure Medical Responders Have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 7.7 Ensure Emergency Medical Responders have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 7.8 Enhance Emergency Public Communications
- Objective 7.9 Enhance Statewide Exercise Programs
- Objective 7.10 Enhance Securing Identification Cards and Documents
- Objective 7.11 Integrate Standardized Emergency Management System (SEMS) to National Incident Management System (NIMS) Implementation of NIMS and the National Response Plan Multidiscipline Response to Terrorism
- Objective 7.12 Ensure Emergency Medical Responders have the Equipment Necessary for Multidiscipline Response to Terrorism
- Objective 7.13 Enhance Emergency Public Communications
- Objective 7.14 Enhance Statewide Exercise Programs
- Objective 7.15 Enhance Securing Identification Cards and Documents
- Objective 7.16 Integrate Standardized Emergency Management System (SEMS) to National Incident Management System (NIMS) Implementation of NIMS and the National Response Plan

National Maritime Security Strategy

Objectives

- Prevent Terrorist Attacks and Criminal or Hostile Acts
- Protect Maritime-Related Population Centers and Critical Infrastructures
- Minimize Damage and Expedite Recovery
- Safeguard the Ocean and Its Resources

National Plans that Support the National Maritime Security Strategy:

- National Plan to Achieve Domain Awareness
- Global Maritime Intelligence Integration Plan
- Interim Maritime Operational Threat Response Plan
- International Outreach and Coordination Strategy
- Maritime Infrastructure Recovery Plan
- Maritime Transportation System Security Plan
- Maritime Commerce Security Plan
- Domestic outreach Plan

2. Project Readiness

The degree of project readiness will factor into grant determinations. Projects able to immediately use their funds will be judged more favorably. Completion of necessary environmental reviews and reports is necessary for projects to begin quickly. By beginning, or establishing a readiness to begin an environmental review, a port will demonstrate how quickly it can initiate a project. Similarly, by showing due diligence in necessary planning steps, a port will express its ability to immediately start and effectively run projects as funding is awarded. An important consideration for the OHS is whether the port currently has the administrative capacity to expeditiously and efficiently carry out the grant project. Furthermore, appropriate milestones and a funding plan should be designed in order to measure project effectiveness and performance over the life of the project.

In addition, the OHS will examine the grantees' prior grant performance with Department of Homeland Security (DHS) grants. Poor grant performance without signs of improvement will force the OHS to view a grant application less favorably in order to maintain the overall effectiveness of this grant program.

Optimal readiness indicators would include:

- In-process environmental review of the project
- Existing administrative capacity to run the new project
- Due diligence in completing necessary planning steps, such as identifying potential equipment, consultants and milestones
- A funding plan covering the life of the project
- A history of positive grant performance

3. Project Activities

The relevance and acceptability of project activities will factor into the OHS's funding decisions. Government Code 8879.23 specifies that eligible projects include, but are not limited to, the following:

- (A) Video surveillance equipment.
- (B) Explosives detection technology, including, but not limited to, X-ray devices.
- (C) Cargo scanners.
- (D) Radiation monitors.

- (E) Thermal protective equipment.
- (F) Site identification instruments capable of providing a fingerprint for a broad inventory of chemical agents.
- (G) Other devices capable of detecting weapons of mass destruction using chemical, biological, or other similar substances.
- (H) Other security equipment to assist in any of the following: (i) Screening of incoming vessels, trucks, and incoming or outbound cargo. (ii) Monitoring the physical perimeters of harbors, ports, and ferry terminals. (iii) Providing or augmenting onsite emergency response capability.
- (I) Overweight cargo detection equipment, including, but not limited to, intermodal crane scales and truck weight scales.
- (J) Developing disaster preparedness or emergency response plans.

4. Nature of the Project

The Office of Homeland Security will also incorporate considerations involving the nature of the project into its analysis of Investment Justifications. In particular, the OHS will examine the following project traits:

- *Sustainability*: Does the grantee have the desire and capability to maintain the project activity after the grant cycle has ended? Are there plans in place for the long term maintenance of the project?
- *Economic Impact*: To what degree does this project activity adversely affect the economic benefits of the port?
- *Primary Use*: Are the primary uses of the project activity related to homeland security?
- *Collaboration*: Does the project activity align with or reinforce efforts taken by other ports? Does the project activity consider the impacts on and by neighboring properties?